

# Bridgeport Evening Farmer

VOL. 51—NO. 80

BRIDGEPORT, CONN., SATURDAY, APRIL 3, 1915

PRICE TWO CENTS

## BEAT THE BLIZZARD FOR THE EAST GALE RAGES ALONG COAST

Sound Shipping Almost At Standstill When Snow and Spray Combine to Obscure Vision and High Seas Imperil Shippers.

Trolley Traffic Interrupted But Not Badly Crippled—Whole Atlantic Coast Involved in 60 Mile Gale—Brighton Beach In Peril.

Swept by one of the heaviest north-east gales of the winter which was accompanied by a thick, blinding snow-storm that shut off the vision outside today presented a forbidding appearance.

From one end to the other the Sound was bare of marine activity of every description and such was the density of the whirling snow, mingled with clouds of flying spray picked up from the white-capped waves by the high wind, that the view was cut down to within a few yards.

The gale, which is general all along the Atlantic coast from Maine to Florida, started in this vicinity yesterday afternoon when a low of two light winds, from the north and east, and a heavy rain began steadily to gain in strength. The Bridgeport tug Robert McAllister, which came out of the mouth of the Housatonic river from Derby with a tow of two light boats at 2 p. m. bucked her way into Bridgeport in the thick of a steadily rising sea.

During the night the velocity of the wind soon reached the proportions of a gale, and among the first craft to seek shelter within the local breakwaters were the two oyster schooners, Woolsey, from Providence, R. I., and Hammond, from New Bedford, and a large number of small boats. The tug Robert McAllister, which came out of the mouth of the Housatonic river from Derby with a tow of two light boats at 2 p. m. bucked her way into Bridgeport in the thick of a steadily rising sea.

At 4 o'clock this morning, the Red Ball tug Vigilant, Captain Green, a powerful, ocean-going steamer with a tow of two light boats, was pulled her charge into the harbor and anchored there after giving up her trip from New York to Providence, to which the five boats are consigned. When the storm had subsided, the tug Vigilant, which had been on duty at the mouth of the river, was ordered to make the trip, the loaded boats could not stand the increasing roughness of the water and the skipper acted promptly on his better judgment and brought them in here rather than risk an attempt to get further east.

Four of the five barges are loaded with coal, carrying an approximate cargo of several thousand tons, while it is understood that one barge carries a cargo of lumber valued at \$25,000 and another a cargo of iron ore. The tug Vigilant, which had been on duty at the mouth of the river, was ordered to make the trip, the loaded boats could not stand the increasing roughness of the water and the skipper acted promptly on his better judgment and brought them in here rather than risk an attempt to get further east.

While it is no unusual sight to see half a dozen small tugs and various other vessels hugging the local docks on such an afternoon, the tug Vigilant was the only outside boat to get up here today. There was considerable speculation in maritime circles today as to whether the tug Vigilant would be able to make her regular trip from New York to Bridgeport. She is due to arrive at 3 o'clock this afternoon. The opinion was general that the tug would not be able to make the trip, but it was reported on the local waterfront this morning that the tug Vigilant had left New York yesterday with a tow of eight coal barges for eastern to the Central Vermont Railroad. After seeing his tug safely anchored in the lower harbor, Captain Green docked his tug and all hands prepared to spend a quiet Easter Sunday here.

It was reported on the local waterfront this morning that the tug Vigilant had left New York yesterday with a tow of eight coal barges for eastern to the Central Vermont Railroad. After seeing his tug safely anchored in the lower harbor, Captain Green docked his tug and all hands prepared to spend a quiet Easter Sunday here. The tug Vigilant, which had been on duty at the mouth of the river, was ordered to make the trip, the loaded boats could not stand the increasing roughness of the water and the skipper acted promptly on his better judgment and brought them in here rather than risk an attempt to get further east.

## FIERCER STORM GRIPS ALL ATLANTIC COAST

New York, April 3.—A northeast gale swept the Atlantic seaboard today from Florida to New England. Rain fell over a considerable section of the coast and north over middle Atlantic states with flurries of snow extending up as far as the Maine coast. New York City was visited by snow and a 25 mile gale. Off Sandy Hook the wind was blowing 52 miles an hour.

At Delaware Breakwater, where the gale was highest this forenoon, its velocity reached 60 miles. The local weather bureau said that the storm center was approximately over Cape Hatteras and moving rapidly up the coast.

Storm signals flew from Wilmington to Cape Cod. With a falling barometer, the weather bureau saw no let-up in the storm for today. The storm moved out from the Florida peninsula yesterday and traveled fast toward the northeastern tip of New England. Along the New Jersey coast the tide was high. At N. J., was Continued on Page 2.

## CHEER UP! WEATHER MAN AVERS IT WILL BE FAIR TO-MORROW

The only bright spot in life today for those whose Easter finery awaits its introduction to the well-known world is the solemn promise of the weather man that the storm which grips the city today will end to-night. It will snow or rain to-night, he says, but this should be followed clearing to-morrow morning. It's going to be windy, however, no matter whether the sun shines or not.

## BURGLAR STEALS EASTER SUITS OF FAIRFIELD YOUTHS

Backs Wagon Up To Tailor Shop and Leaves Nothing But Heavy Stove

(Special to The Farmer.) Fairfield, April 3.—The snow isn't the only thing that is going to spoil the Easter parade for the young men of Fairfield. There'll be no Easter suits for the boys this year, and there's weeping and gnashing of teeth.

Solomone, custom tailor, had the contract to supply the local young men with "silk suits" for Easter. He had promised to deliver the suits to the boys this morning. It was well-known that this morning he discovered that all he had left was a stove.

Some time during last night a wagon was backed up to the door of the Solomone store in the Freeman building. The front door of the store was jammed open. The contents of the store were removed and all that was left was the stove. Solomone, custom tailor, had the contract to supply the local young men with "silk suits" for Easter. He had promised to deliver the suits to the boys this morning. It was well-known that this morning he discovered that all he had left was a stove.

Salts, cloth, shears, needles, thread and everything else movable was carried away. Nothing escaped the vigilance of the intruders. When A. Solomone discovered that his store had been ransacked, this morning, he went back to Bridgeport, where he lives and reported the matter to the police. Search is being made for the stolen goods.

## WOULD COST OVER HALF MILLION TO EXTEND JOHN ST.

Announcement was made today by the city planning commission that a committee of real estate men, whose names are not divulged lest they might be embarrassed in their business affairs, has estimated the cost of carrying out the proposed John street extension at \$550,000.

Of this all but \$300,000 would be for property owners east of Main street. It is estimated that the city planning commission regards the improvement of such a nature that the assessments should be levied chiefly upon the contiguous property owners.

The plan is to extend John street at both ends, to make it a passage way from Park avenue to Water street.

## FAVORITE SPORT IS "BEATING UP COPS" "COP" WALLOPS HIM

Peter Christ, of Shelton, aged 29 and a prototype of John L. Sullivan in his palmy days, may be able to beat up the policemen of Shelton but he cannot perform the same feat in Bridgeport as he learned last night when he walked up to Policeman John McPadden and taking off his coat informed that officer of the law he was going to be "licked."

McPadden first rapped him gently over the knuckles and this not being effective tapped him on the head with a nightstick, a gentle blow, but sufficient to render Christ docile. Found guilty of intoxication, breach of the peace and resistance Christ paid \$20 and costs to procure his release from the county jail.

## TIMKO TO GO UNDER CARE OF PHYSICIAN; CHARGES DISMISSED

Charges of intoxication and breach of the peace against Steve Timko, recently connected with the fire department, and residing at 336 Pine street, were nulled today in the city court upon the plea of his attorney, W. W. Bent, who guarantees that Timko will be placed under a physician's care.

SANITARY EXPERTS SAIL. New York, April 3.—The Italian liner steamship Duke D'Aosta which sails today for Naples carries nine sanitary experts composing the American Red Cross sanitary commission which will endeavor to conquer the typhus fever and other diseases epidemic in Serbia.

## RECEIVER ASKED FOR MERCANTILE MARINE COMPANY

New York Trust Company Files Application Against Morgan's Firm.

## CONCERN IN CONTROL OF 119 BIG VESSELS

Three Countries' Flags Flown on Ships—Was Owner of Titanic.

New York, April 3.—Application was made in the United States district court here today for the appointment of receivers for the International Mercantile Marine Company on a bill of complaint, filed by the New York Trust Company. The bill of complaint claims default of interest on \$52,544,000 at 4 1/2 per cent. collateral interest bonds. The debt that flies the flag of the International Mercantile Marine Co., was brought together by a syndicate of American and British capitalists under the leadership of the late J. P. Morgan. The corporation in its present form, was chartered by the state of New Jersey in 1902 and succeeded the International Navigation Company, which had then been in existence for nine years.

One hundred and nineteen steamships flying the flag of three nations—Great Britain, the United States and Belgium—were operated by the company according to the latest available figures. There were then building 18 more ships with 208,000 tons capacity. Some of these ships have been completed and are now owned by the White Star Line, Titanic which sank with the loss of more than 1,600 lives in the Atlantic three years ago and her sister ship, the Olympic, was built by the company.

More than \$100,000,000 of the company's authorized capital of \$120,000,000, has been issued. J. P. Morgan and Company are largest stockholders. Mr. Morgan is a director of the company. The company's funded debts are approximately \$70,000,000 and is made up of two issues of bonds, the first issue of which interest has been defaulted and an issue of \$17,882,000 first mortgage, five per cent bonds of the international navigation company.

The interest on the \$52,544,000 bond issue was due October 1, but a saving clause in the bonds gave the company six months grace in which to make the payment.

No steamship was directly operated in the trans-Atlantic service by the company, their operation being left to subsidiary corporations. The company directed the operations White Star Line, the Red Star Line, the Atlantic Transport Line, the Dominion Line, the Leyland Line and the Dominion Line. The last company should not be confused with the Old Dominion line which operates steamships between this city and Virginia ports.

W. W. Miller, of counsel for the bondholders' committee issued a statement in which he said: "It is understood that in the event the receivership will only relate to the properties directly owned by the International Mercantile Marine Company, such as the American line, and the Red Star line. It will not in any way effect the so-called subsidiary companies, such as the White Star line, the Atlantic Transport line, the Dominion line, or the Leyland line. If a receivership is appointed, it will not in any way whatsoever interfere with or disturb the operation of the company or its subsidiary companies."

## Arm Is Broken When Southport Collision Wrecks Automobile

(Special to The Farmer.) Southport, April 3.—Mrs. Lars Swenson of Linwood avenue, Bridgeport, was injured yesterday afternoon when her automobile, which was being driven by her son, was struck by a motor truck, near Mill river. She suffered a broken arm, and many abrasions.

Mr. and Mrs. Swenson were in the automobile. Mr. Swenson attempted to drive the car across the path of the automobile truck and the latter struck the smaller car, knocking off the front wheel. Mrs. Swenson was thrown out and besides falling so that her arm was fractured, Mrs. Swenson received so severe a blow on her nose that a hemorrhage was caused. She was treated by Dr. C. E. Hyde and taken to Bridgeport in his car. She is now under the care of Dr. B. W. White.

## BULLETIN SERVICE AT FARMER OFFICE ON HAVANA BATTLE

Bridgeporters interested in the Johnson-Willard championship bout at Havana, Monday, will find the most complete and accurate accounts of the big battle in Monday's Farmer. Expert sporting writers of the Associated Press will be at the ringside and the story of the fight, round by round, will be received over The Farmer's leased wire. In addition, there will be a bulletin service of the fight by rounds in The Farmer window. The bout is scheduled for 12:30 o'clock Havana time, which will be about 1 o'clock here.

## WEATHER FORECAST

Snow or rain on the coast, heavy snow in the interior, this afternoon and tonight; Sunday clearing. East, shifting to northwest gales.

## SMALL HELP FOR CZAR'S AGENT HERE

Count Alexander Gorsky Unable To Arouse Much Interest Among Slavish Residents of Bridgeport.

Expects To Return Here Within fortnight to Make Further Appeal for Either Funds or Men.

In an effort to enlist the sympathy of Slavonian residents of this city on behalf of Russia in the war now raging in Europe, Count Alexander Gorsky paid a visit to this city yesterday, and addressed a meeting of some fifteen prominent business and professional men of Slav nationality. The meeting was held at 421 East Main street. The Count is traveling incognito and was under an assumed name. His proposition received little sympathy from the gathering, however. Last night Count Gorsky said in part:

"I bring a message from the Little White Father to his children here over the sea. The Slavs have felt Teutonic oppression in Austria, in Poland, in Serbia and in other fair countries in Europe. Now the great and ambitious of the Teutons has plunged Europe in the most cruel and most dreadful war ever known. There are Slavs in many lands beside Russia but Slavs may be everywhere in need of opportunity for our race. In this situation the Tsar needs the moral sympathy of the Slavish people whether their former homes have been in my country or not, and wherever they may be now. This is why I am here. The fight against Germany is a fight for all the Slavish race, for the Servians are Slavs just as you are Slavs and it was the Austrian oppression of Servia which brought on this war."

Count Gorsky requested that these present arrange with the societies of which they are members to organize a mass meeting which he will address some evening later. He did not ask for money or men to enlist but several leading Slavonians who were at the meeting, said that the Count probably bring up these matters next week.

Count Gorsky said his mission was purely to explain the position of Russia in the war and if possible to enlist the sympathy of the Slavish people on behalf of the Tsar. Count Gorsky is said to own large estates near Moscow. He was formerly connected with the Russian secret service but has lately been transferred to the diplomatic service.

Many members of the pavilion and some committee when the governor passed on the charter amendment regarding the commission.

## SHERMAN DOESN'T BLAME HALL FOR SHOOTING ANIMAL

Agrees That It's Better To Kill Suspected Dogs Than Take a Chance.

Adolph Sherman, member of the board of apportionment and taxation and a real estate dealer of prominence in the city, today declared that he did not blame Hall for shooting the dog owned by Mr. Sherman. Some criticism had been made of the act of the dog warden because of biological test showed no presence of rabies in the head of the animal, which was examined at the state laboratory in Middletown.

"I regret losing my dog. I cannot blame Hall," Mr. Sherman said today. Dr. R. D. Martin, veterinarian, declared today: "It is better to kill all suspected dogs in the city than to have a dog die of rabies."

Mr. Sherman was quoted yesterday as criticizing the action of Dog Warden Hall for shooting the animal, which was a valued one. In explaining the incident today Dog Warden Hall said: "I feel sure that Mr. Sherman must have been misquoted for he came to my house about 10:30 and asked me if I would look at a dog that was acting queerly. He brought the dog into the house. I saw at once that it had a very peculiar look in the eyes—staring—and when I called it the eyes merely rolled. The mouth was partly open and I asked Mr. Sherman if the animal could close it. He said the dog had not been able to close it for two days and had eaten nothing. He asked me what I thought of the case. I said that I had seen many similar cases in my 20 years' experience with dogs and told him I thought the dog had dumb rabies. 'Is that dangerous?' asked Sherman. 'I told him that it was not providing the dog had bitten nobody. 'That is the case,' said Sherman. 'Kill the dog.' He repeated that expression three times during the evening."

After leaving the dog warden's Sherman is said to have telephoned later and asked if the dog was killed. Instructing that the head at once be sent to Middletown to determine whether it had rabies or not. In a recent conversation with the dog warden Sherman is alleged to have said: "I do not begrudge you your position. I would not take that position for all the money in Bridgeport."

(Continued on Page 2.)

## READY TO GIVE BIG CONTRACTS FOR WARRENITE

Between 15 and 20 Miles of Patented Surfacing to be Laid This Summer.

## NEW CONTRACTS TO TAKE PLACE OF OLD

Thus the Litigation Will Be Dodged—Great Profits in Sight.

To pave between 15 and 20 miles of the city streets with Warrenite during the coming summer is the plan of the Republican administration. The pavement that the administration proposes to lay includes the nearly nine miles of streets that had been contracted for Warrenite roadways at a cost of \$160,000 and which Mayor Wilson and his Republican colleagues proposed to take from the bond issue of \$200,000 which was voted at a special election last summer. This year the administration has \$17,512.12 to use for the new Warrenite contracts which may be made. Of this sum \$60,000 was allowed by the board of apportionment for "immaculate repairs." The \$160,000 Warrenite contracts which are now in litigation were held to be macadam repairs by Jacob A. Courtade, director of public works and Mayor Wilson, both Republicans.

At their last meeting the board of apportionment cut the usual one-half mill school tax in half and allowed a half mill assessment for street paving. This gives \$67,512.12 additional for this work. The charter amendment limiting the powers of the paving and sewer commission to the contracting of streets for streets only where the pavement is laid on a "concrete base of Portland cement" has passed both the House and Senate and is now in the hands of the engineering clerk to be transferred to the governor for his signature. The Republicans are confident that the amendment will become law.

The plan is that after the amendment is signed new contracts shall be let covering those now in litigation. Mayor Wilson said today if new contracts were made the enjoining parties in the suit might withdraw or the suit might be tried on a writ.

A number of Portuguese negroes who are accustomed to working on bituminous macadam pavements are in the city at present and all may expect to go to work on Warrenite roadways here soon. Alderman MacFayden, chairman of the common council committee on streets and sidewalks, denies that any more contracts for Warrenite pavement have been made by his committee or that any will be made, but Mayor Wilson seems to know more about the matter than the alderman.

## DENMARK HOLDS KEY TO GERMAN FOOD SUPPLIES

Clemens Kloefkorn, Former Bridgeport, Writes of Conditions There.

Denmark, the little country to the north of Germany, controls the destiny of the great Empire, according to Clemens Kloefkorn, former secretary and treasurer of the Challenge Cutlery company, of this city. Mr. Kloefkorn is now in Hamburg, Germany.

According to a letter received by Cecil Kloefkorn, a former Bridgeport high school student and now a member of the Academic student body at Yale University, the existence of Germany depends on the neutrality of Denmark. Cut off by hostile ships from food supplies that ordinarily would come from other nations, robbed of produce that is normally cultivated within its own borders, by the men and boys who are now fighting at the front, Germany is forced to depend upon supplies from Denmark.

Mr. Kloefkorn told his son in the letter that during the last few weeks, Denmark has been pouring food supplies into Germany. If Denmark enters the war, the supplies will be cut off. Some of the southern states are getting supplies from Italy, according to the letter, and for this reason, Germany is trying to keep Italy out of the war, or else bring her in the imbroglio on the German side.

Rye bread is now the staple article of food, according to the local man. No more wheat bread is allowed the civilian population because it is scarce and what is procured goes to the front. In Hamburg, the feeding of the populace has been taken over by the government, as in most of the rest of the country. It seems as if every man and boy has gone to war, according to the letter received by the son of the former Cutlery shop official. None but women and decrepits are seen.

Mr. and Mrs. Kloefkorn left this city after the war started and went to Germany. Mr. Kloefkorn had purchased a dwelling in Germany and because of the war, he went over there to get rid of it. Nobody is buying houses in Germany now, however.

## UNDERSEA CRAFT CLAIMS ANOTHER BRITISH VESSEL

## FRIEDRICH MAY FLEE IN STORM

Washington, April 3.—An official government despatch received here by wireless at 1 p. m., says the German cruiser Prinz Eitel Friedrich was still at her wharf when it was sent.

A report was current to-day that the cruiser had dashed out to sea under cover of last night's heavy storm.

Ships in New York Watched. New York, April 3.—The moving of the destroyer Parker from her anchorage near the Narrows, gave rise to reports that some of the vessels of the German steamship lines might try to slip out of port without clearance papers. The Parker is one of the warships stationed here to maintain the neutrality of the port. It was said at the navy yard that the destroyer's round of the Hoboken pier where the German vessels lie, was merely a precautionary measure.

The guard maintained at the entrance to the harbor appeared to have been tightened as a result of a statement by pilots that the British cruisers formerly on duty off shore had disappeared, apparently to watch for the steamship Prinz Eitel Friedrich off the Virginia Cape.

There were suggestions that the Germans might take advantage of the British watchers' absence, to escape.

## Summary OF THE War News

The attitude of Russia concerning Italy's territorial assertions is defined in a semi-official announcement from Petrograd which assumes special significance because of Italy's war-like preparations and the efforts to adjust the boundary question with Austria. Russia, in effect, expresses sympathy with Italy's desire to obtain the territory about the head of the Adriatic inhabited chiefly by people of Italian stock, which would include the provinces of Trent and Trieste. Russia would not oppose still further expansion but warns Italy not to press her claims to a point which might bring on another conflict.

The British press, in addition to being universally outraged that the Germans should protest to the American embassy regarding the segregation of the crews of submarines now held as prisoners of war, is making much of the death of Leon C. Thrasher, the American who lost his life in the sinking of the Paluba.

"What will Washington do?" asks today's Westminster Gazette, and its papers debate along the same lines. As the weeks pass the operations in the Dardanelles appear likely to become more and more protracted, even the London papers are today inclined to admit that the Turkish position perhaps have not yet been seriously damaged.

The discussion for and against absolute prohibition of the consumption of alcoholic liquors continues. The papers are filled with letters containing suggestions to meet the situation. These vary from plans to prohibit the sale of spirits to the novel idea of employing distributive agents to sell a limited number of liquor tickets to each workman as will not abuse the privilege.

## Official VIEWS OF World's War FRENCH

Paris, April 3.—The War Office made the following announcement this afternoon: "In the region of the Somme, La Ruelle and Donchery, the war continued, with noticeable advantage for the French. The total number of prisoners taken at the forest of Le Prete, northwest of Pont a Mousson, March 30 to April 1, is more than 200, including six officers."

A German aeroplane was brought down yesterday after dropping bombs on Rheims. When fired on it immediately came to earth. The two aviators, who were unhurt, were taken as prisoners."

## GERMAN

Berlin, April 3.—German army headquarters today gave out a report on the progress of hostilities reading as follows: "The Belgian attempt yesterday to win back Klosterhoeck Farm which the Germans occupied March 31, resulted in failure. A French charge in the forest of Le Prete was not successful. A French attack on the heights south of Nieder Aspach, west of Muelhausen was repulsed. Nothing of importance has occurred on the eastern front."

Steamer Lockwood, Chased Several Miles By Submarine, Finally Overtook and Torpedoed—Crew is Saved as Merchantman Goes Down.

Temperance Campaign Sweeps Over England, Shading Interest in Actual Hostilities—Battles in East Are Raging Fiercely and Near Decision.

London, April 3.—The British steamer Lockwood was torpedoed by a German submarine Friday night off Start Point, in Devonshire. The crew was saved. The Lockwood was owned in London. Built in 1896, she was of 877 tons and 236 feet long. A German submarine, pursued the Lockwood for several miles before being able to get a position from which she could discharge her torpedo. The projectile struck the steamer abaft the engine room, but the crew of 25 found time to lower a lifeboat. Later they were picked up by a trawler and brought into port.

Carpenter's Struggle Nearing Decision. London, April 3.—The fluctuating struggle in the Carpathians seems to be nearing its decision, according to despatches reaching London. By successive rushes amid ice and snow, Russian troops are said to have carried a series of Austrian lines and, in the view of British observers, they have fair soon to break through in a fair way between the Lupkow and the Czuk passes. In the west conditions bordering on stagnation prevail. The allies are keeping the Germans in the dark as to when and where the big thrust will come and in the meantime they are speculating as to whether the invaders of France will find in the east remains precarious.

The British press, in addition to being universally outraged that the Germans should protest to the American embassy regarding the segregation of the crews of submarines now held as prisoners of war, is making much of the death of Leon C. Thrasher, the American who lost his life in the sinking of the Paluba. "What will Washington do?" asks today's Westminster Gazette, and its papers debate along the same lines. As the weeks pass the operations in the Dardanelles appear likely to become more and more protracted, even the London papers are today inclined to admit that the Turkish position perhaps have not yet been seriously damaged.

The discussion for and against absolute prohibition of the consumption of alcoholic liquors continues. The papers are filled with letters containing suggestions to meet the situation. These vary from plans to prohibit the sale of spirits to the novel idea of employing distributive agents to sell a limited number of liquor tickets to each workman as will not abuse the privilege.

## U. S. Note To England "Friendly" In Tone

London, April 3.—Walter H. Page, the American ambassador, is negotiating with the British foreign office concerning a satisfactory date for the publication, both in the United States and England, of the text of the American note dissenting from the British ordering counsel outlining Great Britain's blockade plans. Next Tuesday probably will be agreed upon, although possibly Wednesday may be selected. Earlier publication is difficult because the Easter holidays here continue through Monday.

It may be said upon a high authority that this note is wholly friendly in its tone. It consists largely of a statement of the American conception of a legal blockade based on recent precedents.

## URGE A "DRY" NATION

Rome, April 3.—Dispatches received here from Cettine, capital of Montenegro, indicate that Austria-Hungary is endeavoring to cut off Montenegro from all communication from the outside world and thus starve her.

## TO STARVE MONTENEGRO

Rome, April 3.—Dispatches received here from Cettine, capital of Montenegro, indicate that Austria-Hungary is endeavoring to cut off Montenegro from all communication from the outside world and thus starve her.